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OXCART/TRINE

EO 12958
3.3(b) (1)>25Yrs

BYE 2753-67
Copy 5 of 11

27 December 1967

Job # 69B00404R
Box #1 Folder 31

MEMORANDUM FOR THE RECORD

SUBJECT: Critique for OXCART Mission Number BX6740

1. Mission critique was conducted in the OSA Control Center at 1400 hours, 21 December 1967.

2. Mission Data:

- a. Mission Number: BX6740
- b. Date Flown: 16 December 1967
- c. Area of Operation: North Vietnam
- d. Mission Success: Successful
- e. Pilot's Name: Layton
- f. Aircraft Number: 131
- g. Primary or Spare Flown: Primary
- h. Takeoff Time - Planned: 0120Z
Actual: 0120Z
- i. Landing Time - Planned: 0522Z
Actual: 0516Z
- j. Time Enroute - Planned: 4+02
Actual: 3+56
- k. Departure Base: Kadena AB
- l. Landing Base: Kadena AB
- m. Equipment:

(1) Primary: Type I, BW, PIN PEG, MAD MOTH, BLUE DOG II, SYSTEM VI.

(2) Spare: Same as primary.

3. Operations:

- a. Route (INS Plot vs Planned): Satisfactory.

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(1) INS Terminal Error: 4.5NM

(2) INS Spec Error: 10.3NM

b. Mission Generation & Operation Support:
Satisfactory.

4. Weather:

a. Forecast vs. Actual:

(1) As briefed.

(2) Comments: Weather slightly better than
briefed 17 - 19° north.

5. Intelligence:

a. Target Coverage:

(1) 9 of 12 programmed targets covered.

(2) 0 first priority SSM targets of 9 covered.

(3) 6 of 27 first priority NVN COMOR targets
covered.

(4) 110 SAM sites, 2 sites occupied, 1 new
site.

(5) 8 other priority NVN COMOR targets covered.

(6) Comments: Broad, excellent coverage with
a low percentage of clouds was obtained on the
high interest areas of NV. This included high
priorities SSMs search areas. Significant new
information was collected on a wide variety of
targets such as SAM sites airfields, posts, bridges
and communications centers.

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b. Quality of Take: Satisfactory.

(1) Resolution: Good

(2) Camera Operation: Normal



e. EWS Activations: None

f. Take Movement:

(1) Photography: Satisfactory

(2) ELINT: Satisfactory

6. Materiel:

a. Aircraft General: Satisfactory.

(1) Fuel gage erratic after first A/R for remainder of mission.

(2) Drage chute was slow deploying.

b. Aircraft Systems: Satisfactory

(1) System VI recorder capstan belt broke prior to second pass over denied.

(2) Spurious signals recorded on System VI tape (first pass).

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7. Communications: Satisfactory

- a. Message Traffic: Satisfactory
- b. Birdwatcher: Satisfactory
- c. UHF/HF Commo: Satisfactory

8. Significant Actions Taken:

Reference paragraph 6a:

- (1) Fuel gage error caused by corrosion and has been repaired.
- (2) Drag chute was damp due to moisture and deploy action was normal under existing conditions.

9. Outstanding Actions Required:

- a. Investigate above normal ground speed recorded during first penetration leg. (OXC/PLANS)
- b. Determine thru COMINT if North Vietnamese Air Defense System was engaged in activities against theater aircraft during BX overflight. (INTEL/OSA)
- c. Investigate spurious signals recorded on System VI tape. (Office of ELINT; D/M/AVD).
- d. Research reason for and probability of additional failure to system VI capstan belt. (D/M/AVD)

[Redacted]
WILLIAM E. SHELTON
Colonel, USAF
Deputy for Operations, OSA

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OXC/OSA/ [redacted] (27 Dec 67)

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